

# BookletChart™

## *Bahia de Fajardo and Approaches*

**NOAA Chart 25667**

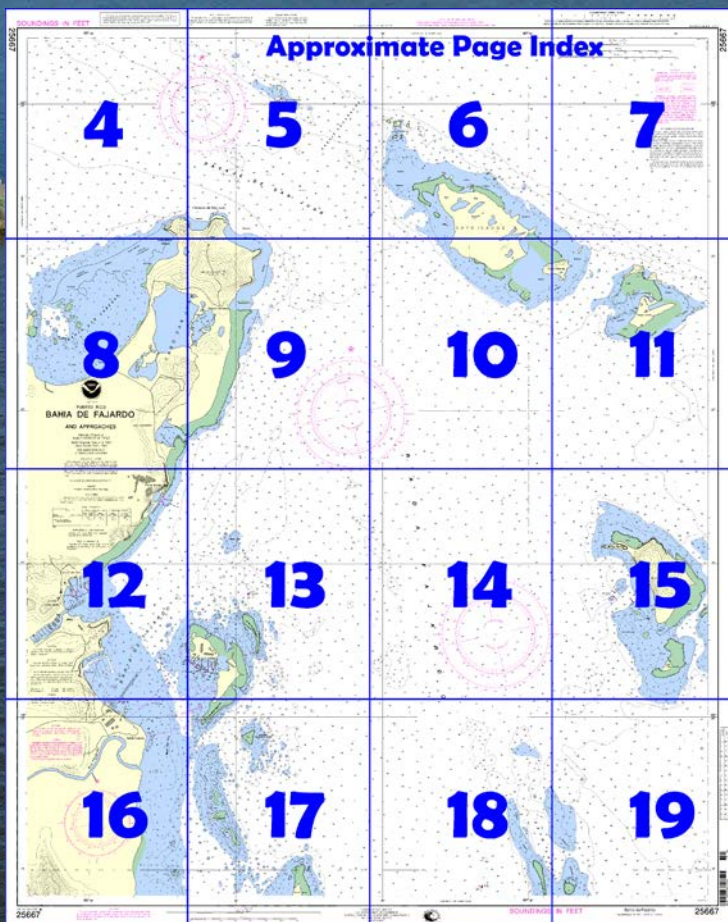


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

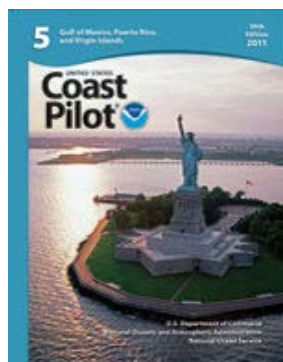
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25667>.



### (Selected Excerpts from Coast Pilot)

**Cabo San Juan**, the NE point of Puerto Rico, is a bluff hill 200 feet high. **Cabezas de San Juan**, two 100-foot clifflike heads, are at the N end of the cape. **Cabo San Juan Light** (18°22'54"N., 65°37'06"W.), 260 feet above the water, is shown from a cylindrical tower on the front of a white rectangular dwelling with a black band around the base on the highest part of the cape.

**Las Cucarachas**, a group of rocks up to 15 feet high, a mile N of Cabo San Juan, lie at

the NW end of the chain. A light is shown from a skeleton tower, with a green and white diamond-shaped daymark, on a cylindrical concrete

base on one of the rocks. A shoal with depths of 14 to 30 feet extends 0.9 mile NW of the light and a rock awash is 0.2 mile from the light. **Pasaje de San Juan**, between Cabo San Juan and Las Cucarachas, is 0.7 mile wide and has depths of 32 to 65 feet. The passage is one of the principal channels leading into Sonda de Vieques.

**Los Farallones**, a group of rugged bare rocks 30 feet high, are 0.8 mile E of Las Cucarachas. Deep water is close to the N and W sides of the rocks, but a shoal with several bare rocks extends to Cayo Icacos. A reef on which the sea breaks is 0.2 mile S of Los Farallones and continues about 0.4 mile W from the NW end of Cayo Icacos. The W end of the reef should be given a berth of 300 yards or more.

**Pasaje Cucaracha**, between Las Cucarachas and Los Farallones, is 0.3 mile wide. Depths of 17 to 23 feet extend about 350 yards SE from Las Cucarachas, and a 23-foot spot is 200 yards W of Los Farallones. A **218°** course for Cabo San Juan Light will lead through the passage over a least depth of 36 feet. It is the best passage for sailing vessels entering the NW end of Sonda de Vieques with the usual E trade winds.

**Cayo Icacos**, 1.3 miles E of Cabo San Juan and the second largest of the chain, is a 40-foot hummocky island. A small wharf and buildings of a former limestone quarry are near the SW point of the island. A prominent tower is in about the center of the island.

**Playa Canalejo**, 0.2 mile SSE of Cabo San Juan Light, is a shallow indentation leading to the ruins of a small pier.

**Punta Gorda**, 1.4 miles S of Cabo San Juan Light, is a high head. A 360-foot hill, 0.4 mile WNW from the point, is the N end and highest part of a high ridge which extends SW nearly to Playa de Fajardo. A channel, marked by a light and daybeacons, leads to a small-boat harbor.

**Punta Bateria**, 2.2 miles S of Cabo San Juan Light, is a rocky 70-foot cliff from which a grassy ridge makes inland.

**Bahia de Fajardo**, 2.5 miles S of Cabo San Juan Light, affords good shelter for medium-draft vessels. It is somewhat protected on the E and S by two islands and surrounding reefs. Ferry service for both passengers and cargo operates between Playa de Fajardo, Isla de Culebra, Isla de Vieques, and the Virgin Islands. Commercial air transport is available to the Virgin Islands. Small interisland vessels trade in general cargo, building materials, and livestock.

**Anchorage.**—Large vessels anchor NE of Punta Bateria according to draft. During ordinary weather the protection is fair and the holding ground is good. Small vessels anchor inside the bay on either side of the entrance channel.

The hurricane anchorages for large vessels are Ensenada Honda (Isla de Culebra) and Ensenada Honda, 10 miles S of Fajardo. Small vessels can anchor S of Isleta Marina.

**Dangers.**—The approaches to Bahia de Fajardo have reefs that usually show breakers and shoals with 7 to 18 feet over them. Inside the bay depths range from 3 to 24 feet.

**Bajo Laja**, with least depths of 7 to 10 feet over it, lies on the E side of the N entrance and is unmarked.

**Arrecife Corona Carrillo** and a long reef to the W obstruct the S entrance to the bay. **Bajo del Rio**, a bank with depths of less than 5 feet, extends more than 0.2 mile offshore along the S entrance to the bay.

**Currents.**—The current velocity is 0.3 knot in the SSE direction on the flood and 1.1 knot in a NNW direction on the ebb in the channel.

**Pilotage, Bahia de Fajardo.**—See Pilotage, Puerto Rico (indexed as such) early this chapter. A local pilot is available.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

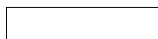
8th CG District

New Orleans, LA

(504) 589-6225



# Table of Selected Chart Notes



## HEIGHTS

Heights in feet above Mean High Water.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Coral reef limits shown on this chart are approximate and are not necessarily awash at Mean Lower Low Water.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Station	Frequency	Power
San Juan, P.R.	WXJ-69	162.40 MHz
St. Thomas, V.I.	WXM-96	162.475 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.172" southward and 1.419" eastward to agree with this chart.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Playa de Fajardo (18°20'N/65°38'W)	feet 1.6	feet 1.3	feet 0.2	feet -1.0

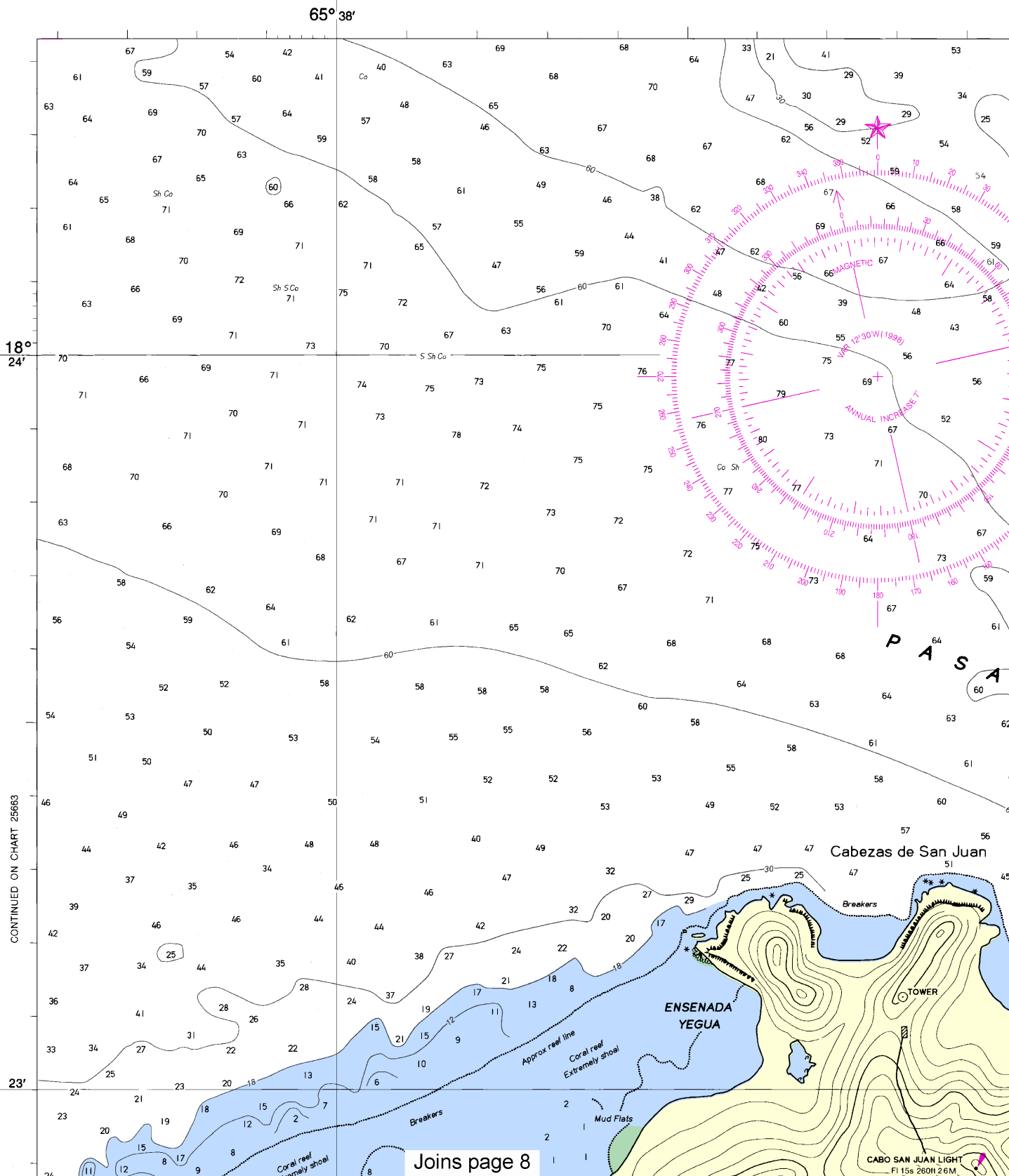
(598)

# SOUNDINGS IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free) or the Coast Guard facility if telephone communication is not possible.

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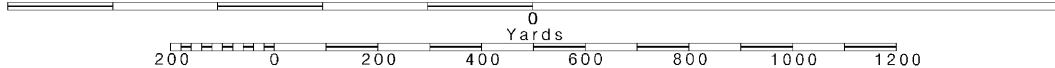


4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.

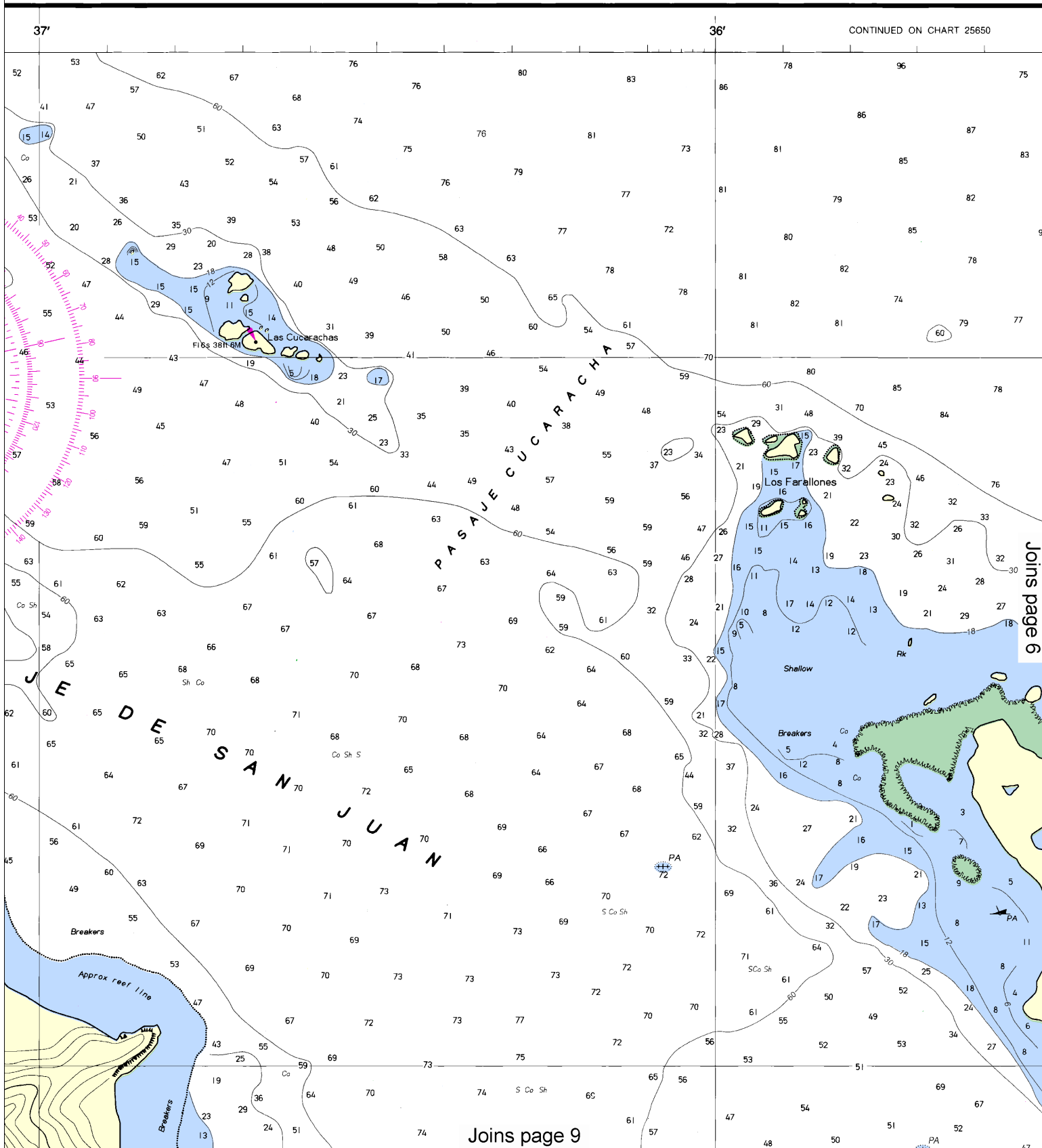


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distances to the National  
ee), or to the nearest U.S.  
tion is impossible (33 CFR

**RADAR REFLECTORS**  
Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

Formerly C&GS 921, 1st Ed., Jan. 1902 KAPP 396

COLREGS, 81  
International Regulations for Preventing Collisions at Sea  
The entire area of this chart falls sea

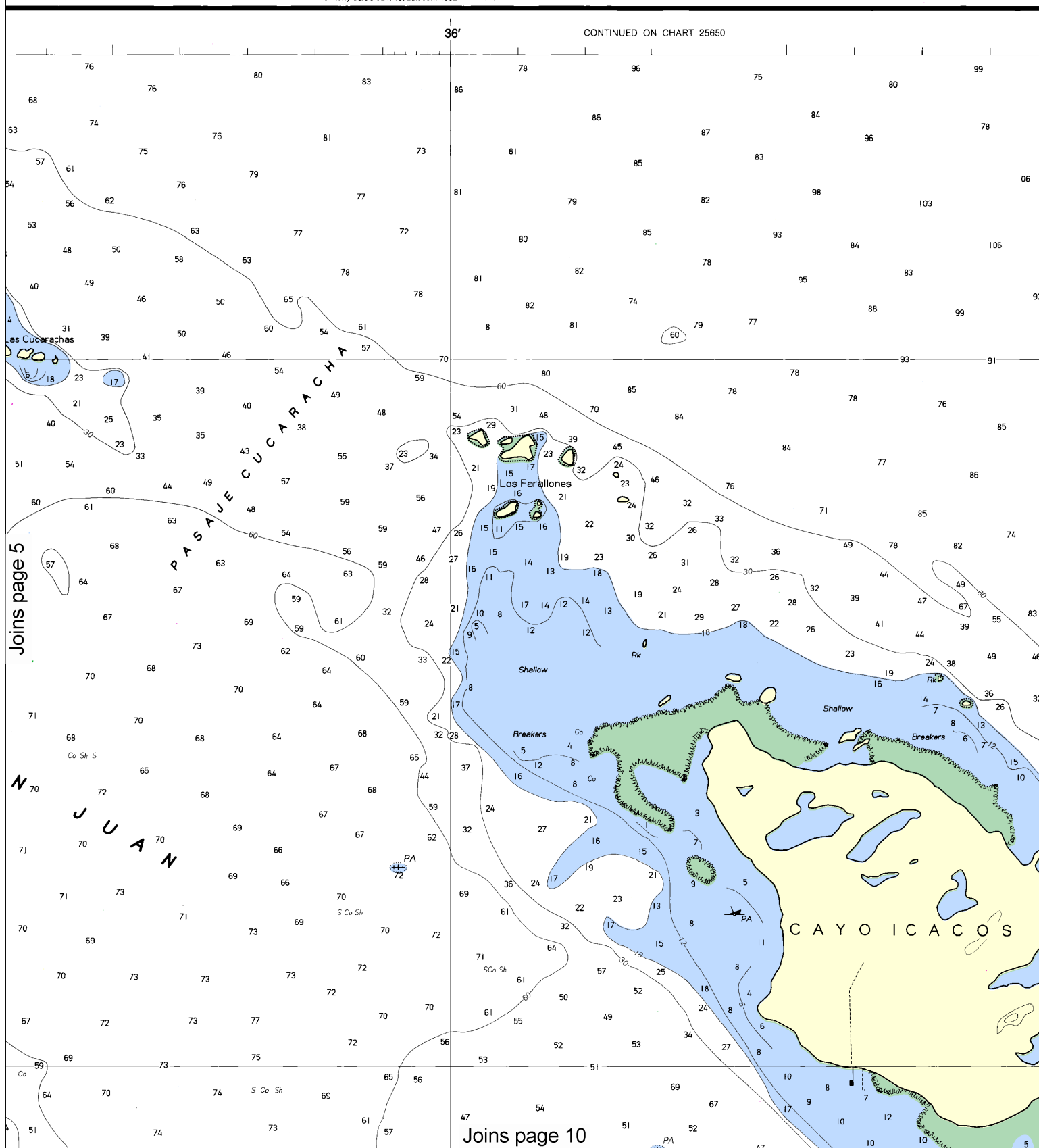


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:13333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

REFLECTORS  
have been placed on many  
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on these aids has been  
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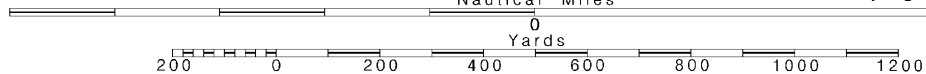


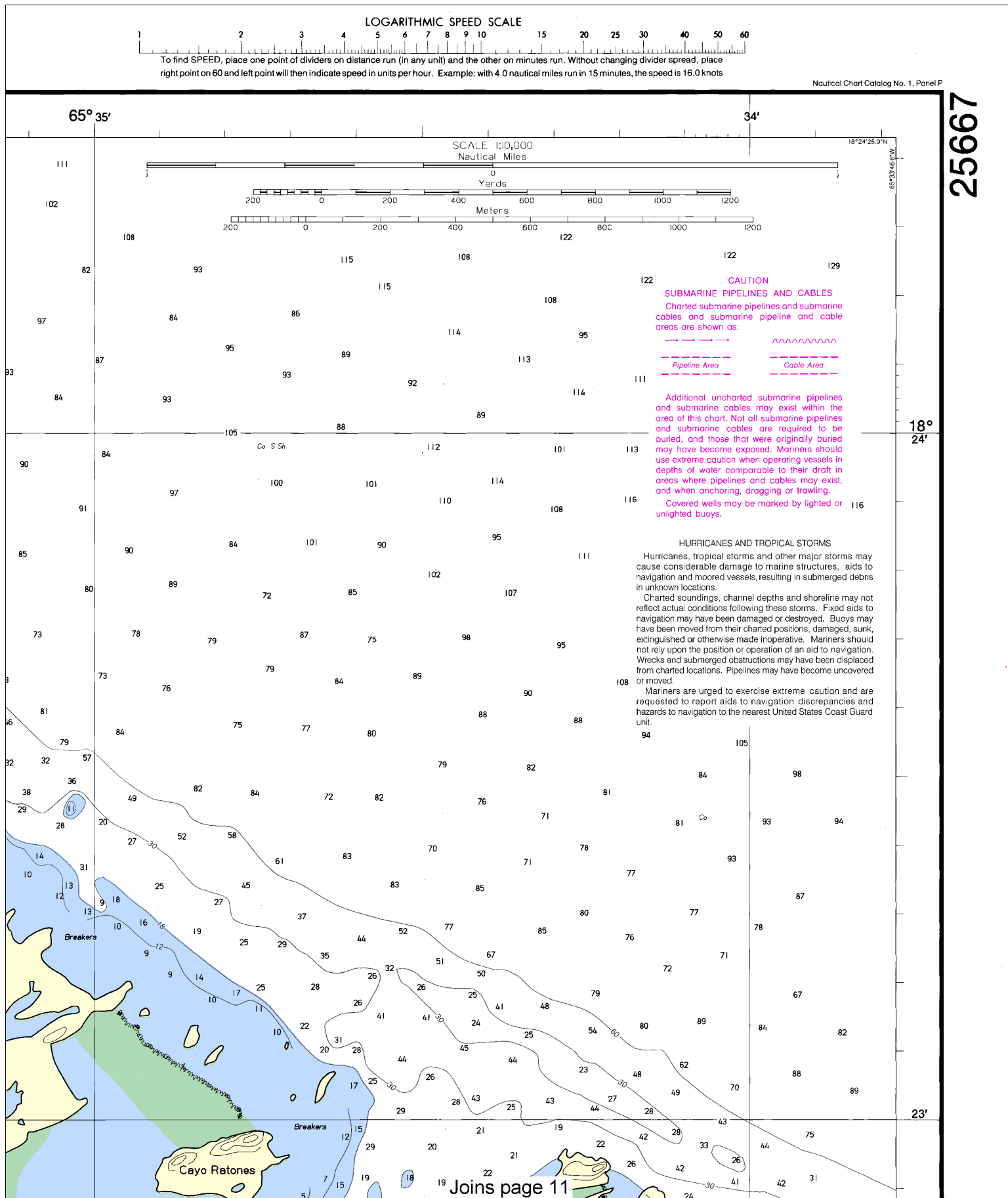
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lines are aligned  
with true north.

Printed at reduced scale.

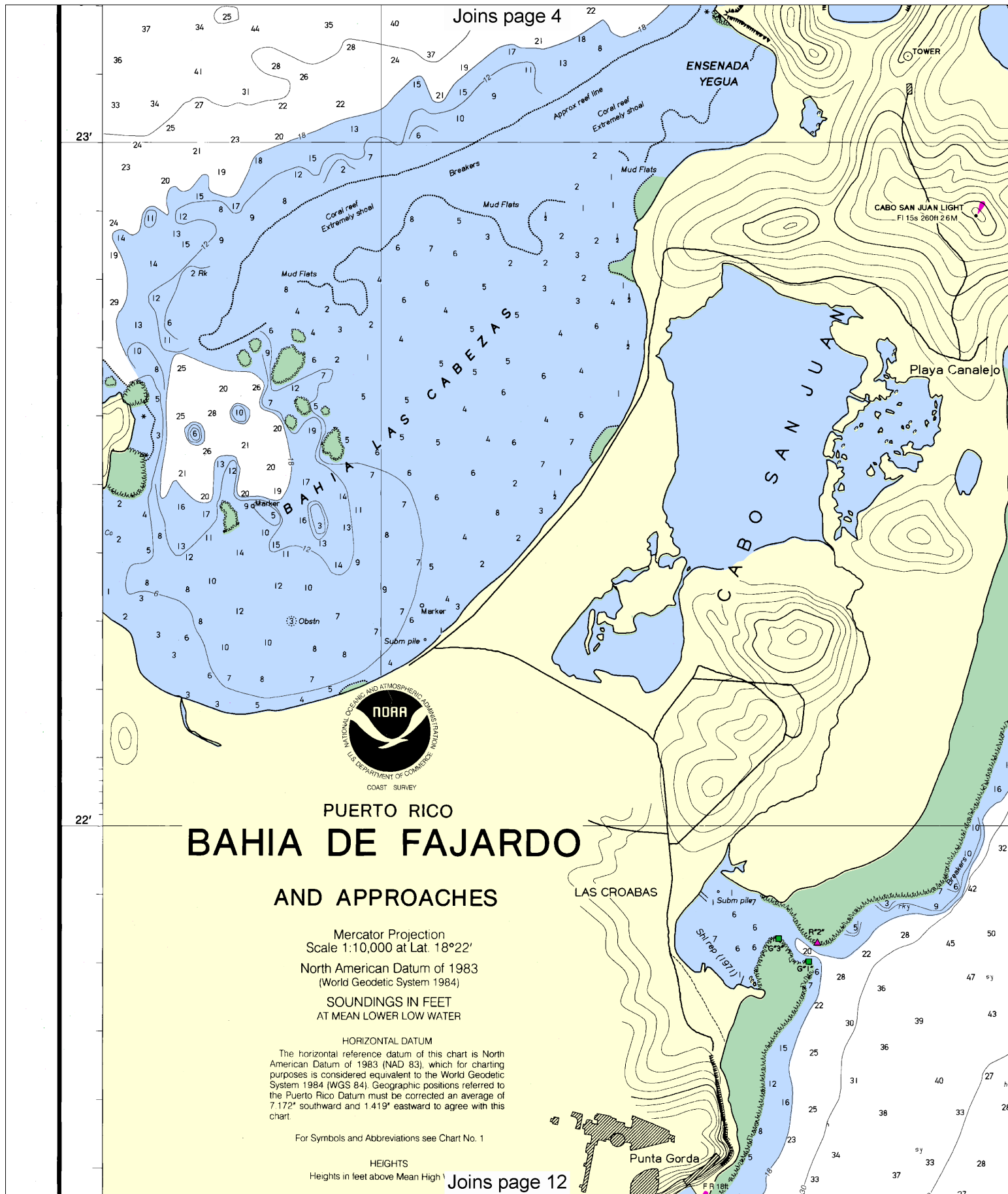
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Nautical Miles

See Note on page 5.

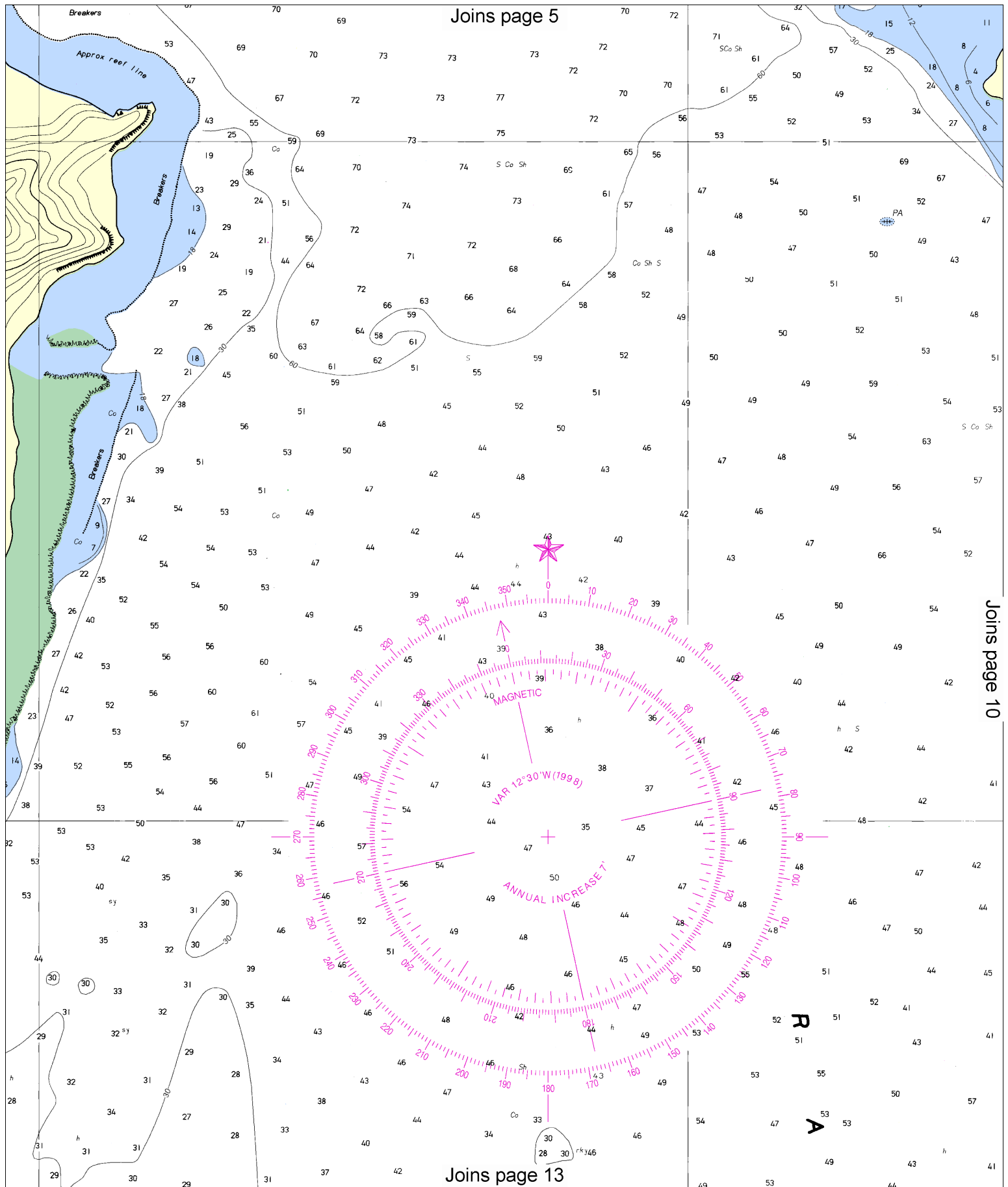


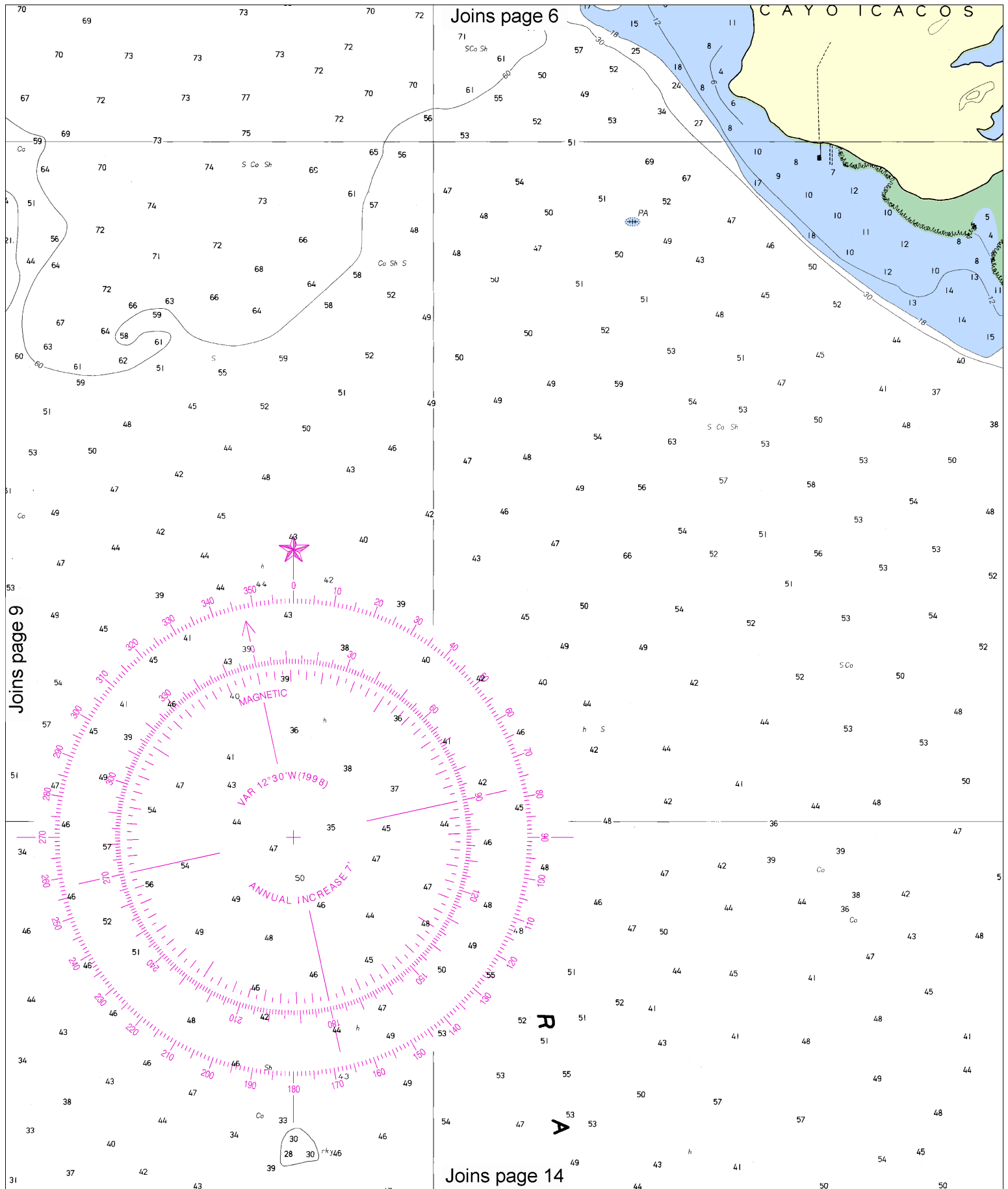


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,  
NGA Weekly Notice to Mariners: 4712 11/24/2012,  
Canadian Coast Guard Notice to Mariners: n/a.









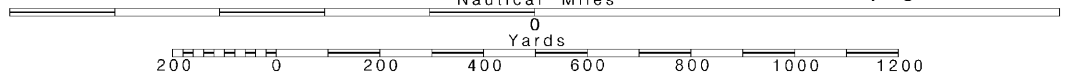
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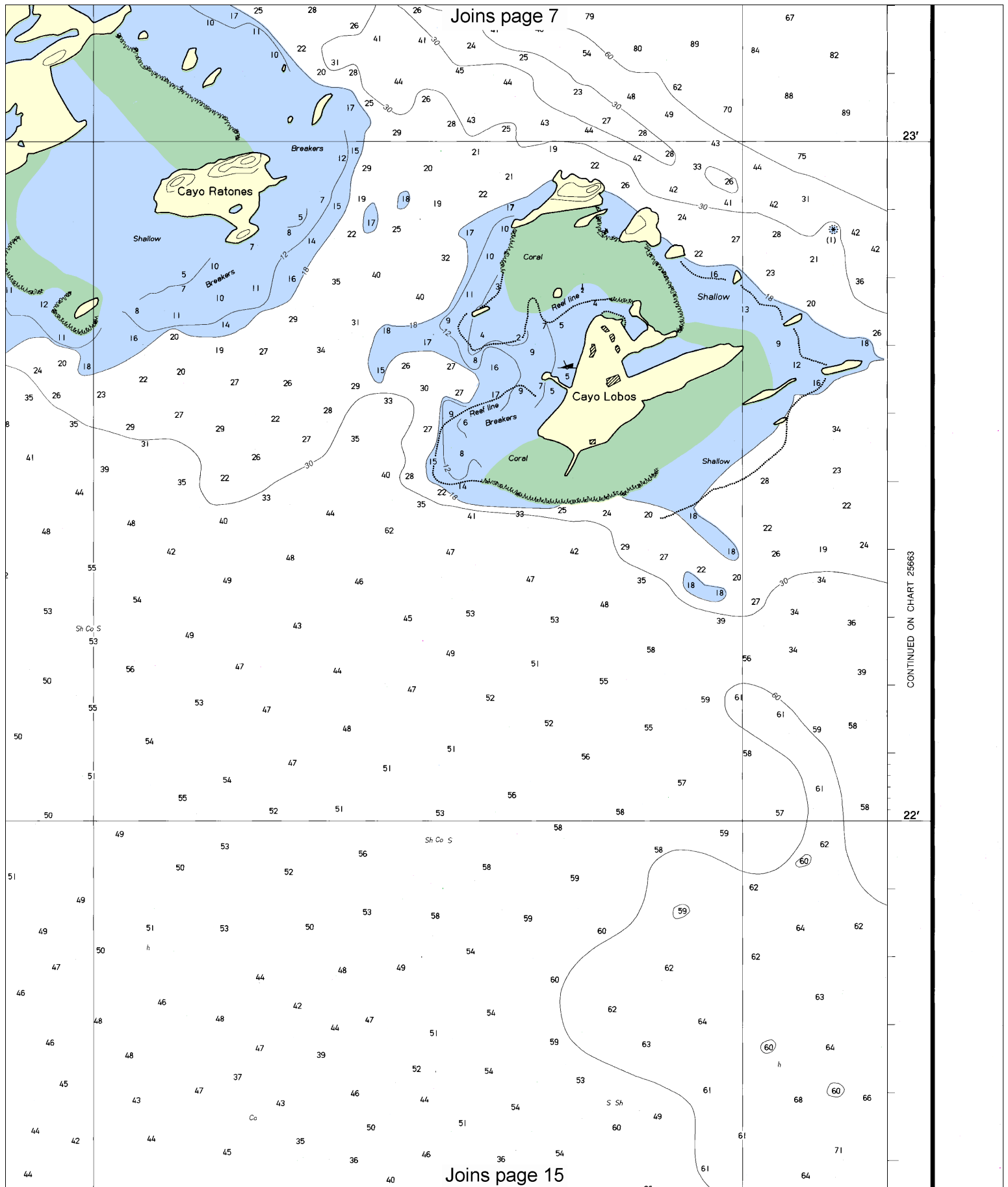
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Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





**SOUNDINGS IN FEET,  
AT MEAN LOWER LOW WATER**

**HORIZONTAL DATUM**

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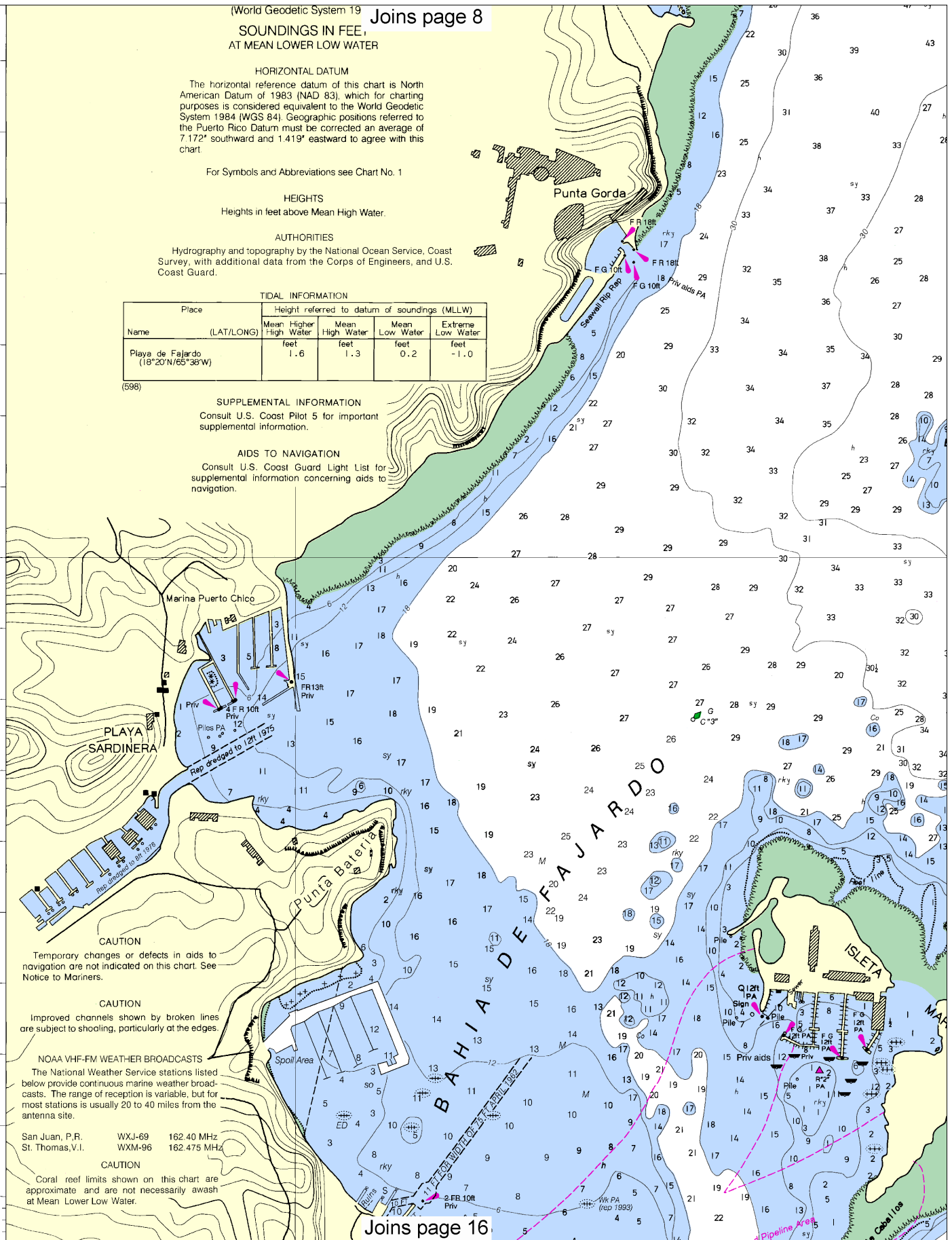
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**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 5 for important supplemental information.

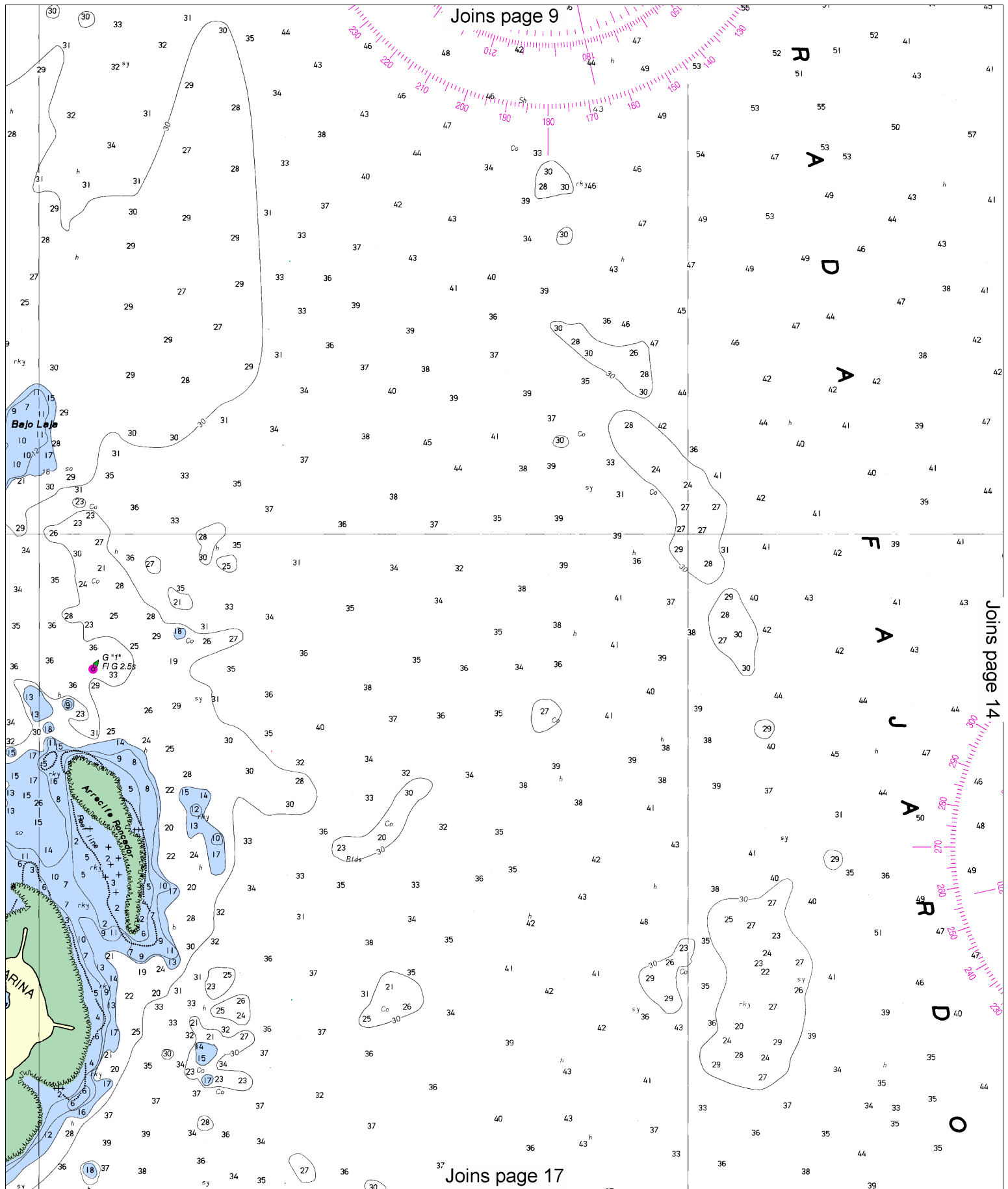
**AIDS TO NAVIGATION**

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Joins page 16

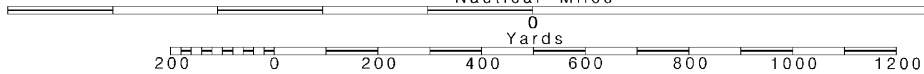


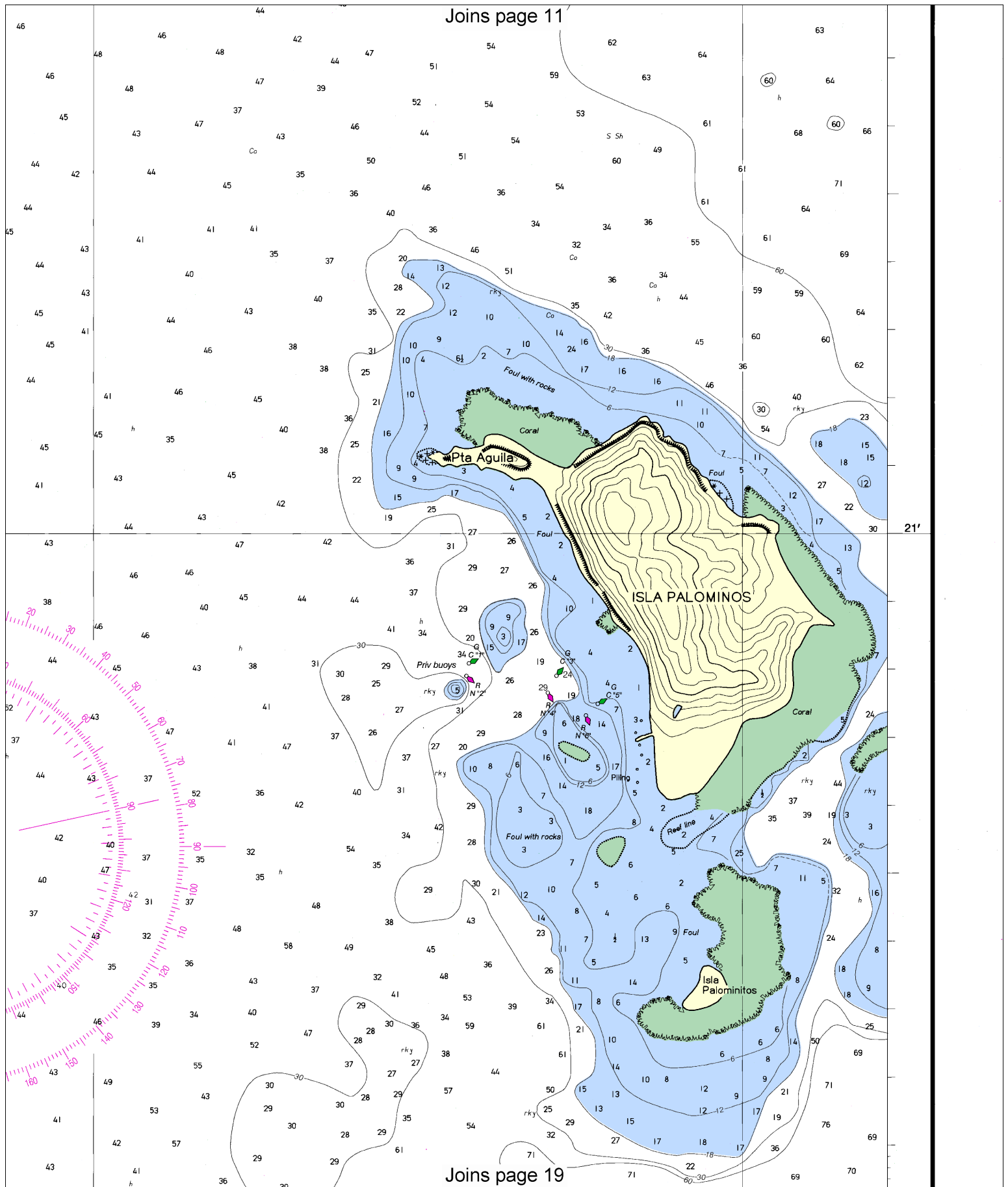


Printed at reduced scale. — ~~SCALE 1:10,000~~  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.





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#### NOTE A

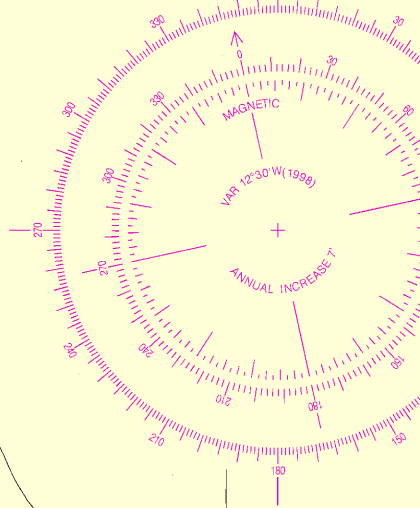
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Joins page 12

18°  
20'

19'

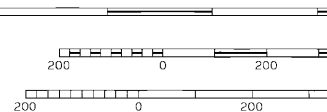
65° 38'



20th Ed., Oct. 3/ 98  
**25667**

#### CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

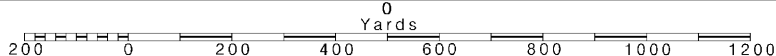


**16**

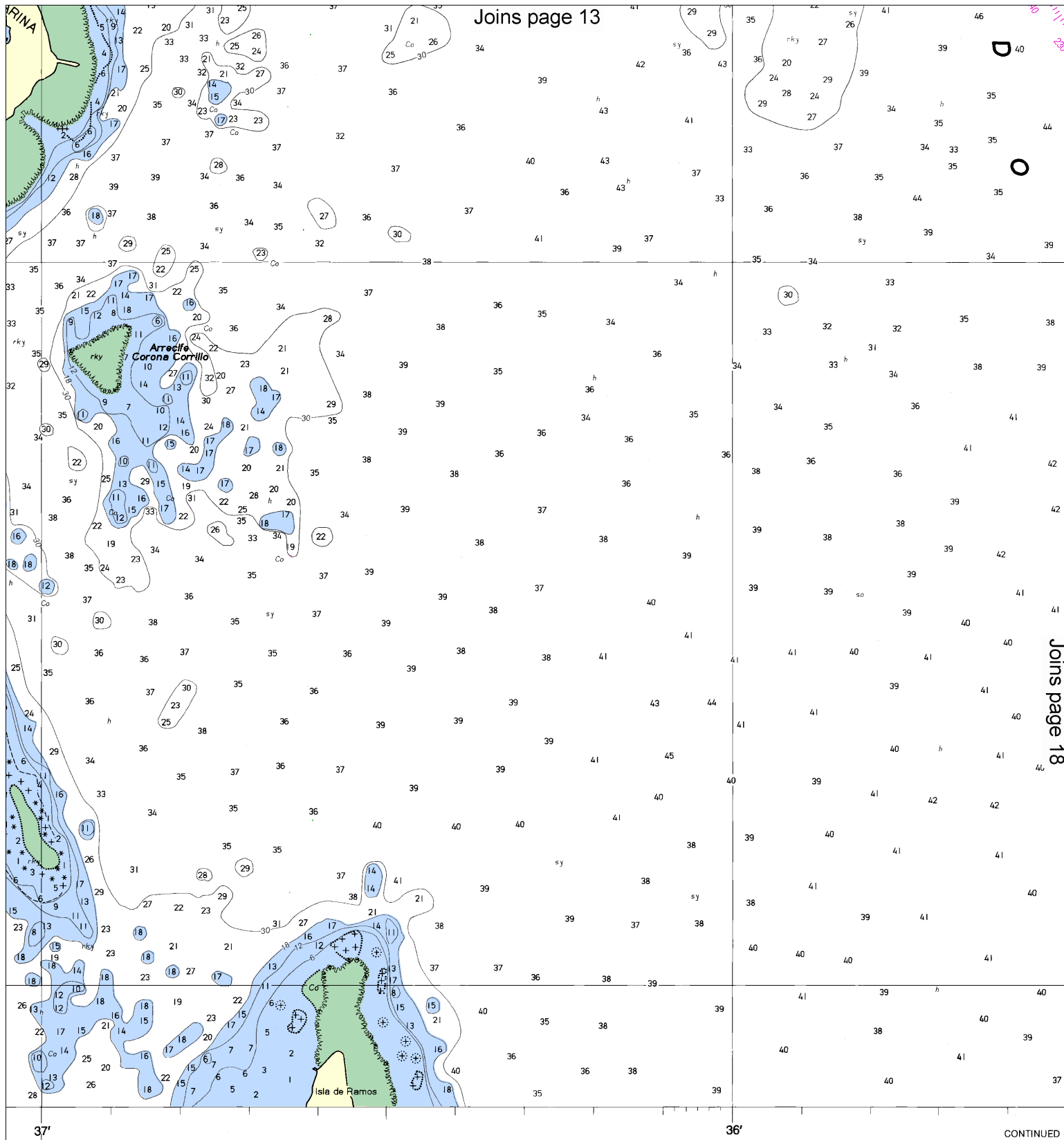
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

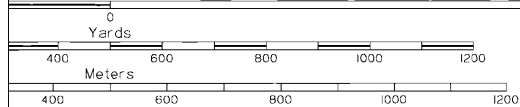
See Note on page 5.





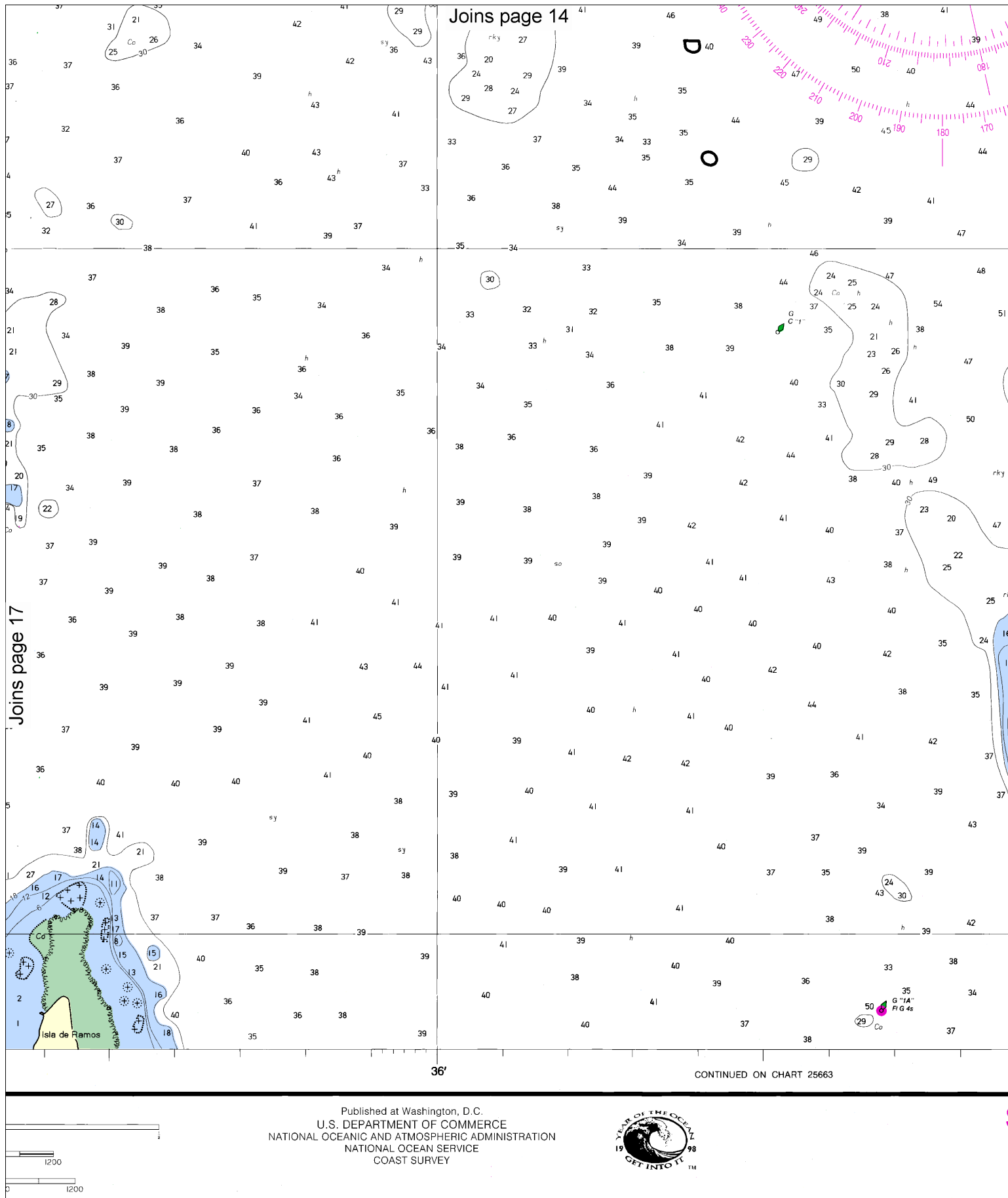


SCALE 1:10,000  
Nautical Miles



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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



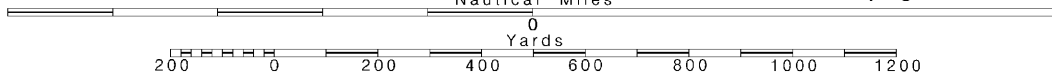


18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.



Joins page 15

18° 20'

19°

65° 35'

34'

1033 0x819.1mm

NSN 7642014012069  
NIMA STOCK NO. 25X-HA25667

ED NO. 20

FATHOMS	FEET	METERS
1	6	1
2	12	2
3	18	3
4	24	4
5	30	5
6	36	6
7	42	7
8	48	8
9	54	9
10	60	10
11	66	11
12	72	12
13	78	13
14	84	14
15	90	15
16	96	16
17	102	17

Bahia de Fajardo  
SOUNDINGS IN FEET - SCALE 1:10,000

25667

25667 KAPP 396

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EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker